

**AMENDMENTS TO THE SPECIFICATION WITH MARKINGS TO SHOW
CHANGES MADE**

Amend the following paragraph(s):

[0011] According to one aspect of the present invention, a secondary for a linear motor includes a body comprised of at least one secondary member for defining a guideway for a rotor of the linear motor, a cover including magnetizable material and provided for the guideway, and an anti-skid layer disposed between the secondary member and the cover.--.

**AMENDMENTS TO THE CLAIMS WITH MARKINGS TO SHOW CHANGES
MADE, AND LISTING OF ALL CLAIMS WITH PROPER IDENTIFIERS**

1. (Currently amended) A secondary for a linear motor, comprising:
a body comprised of at least one secondary member for defining a guideway
for a rotor of the linear motor, said secondary having a permanent magnet;
a cover including magnetizable material ~~for the guideway~~ and adhering to
the secondary member as a result of an attraction between the cover and
the permanent magnet; and
an anti-skid layer disposed between the secondary member and the cover to
enhance a slip resistance between the cover and the secondary member.
2. (Original) The secondary of claim 1, wherein the anti-skid layer adheres to
the cover.
3. (Original) The secondary of claim 1, wherein the anti-skid layer adheres to
the secondary member.
4. (Original) The secondary of claim 1, wherein the anti-skid layer adheres to
the cover and another said anti-skid layer adheres to the secondary
member.

5. (Original) The secondary of claim 1, wherein the anti-skid layer has a thickness of up to 0.2 mm.
6. (Original) The secondary of claim 1, wherein the anti-skid layer is constructed as separate inset between the cover and the secondary member.
7. (Original) The secondary of claim 1, wherein the anti-skid layer contains silicone.
8. (Original) The secondary of claim 1, wherein the anti-skid layer is comprised of at least two different materials.
9. (Original) The secondary of claim 1, wherein the anti-skid layer is made of silicone and rubber.
10. (Original) The secondary of claim 1, wherein the anti-skid layer includes a surface structure.
11. (Original) The secondary of claim 10, wherein, the surface structure has a serrated configuration.

12. (Original) The secondary of claim 10, wherein the anti-skid layer has a mesh-like configuration.
13. (Original) The secondary of claim 10, wherein the anti-skid layer has a nap-like configuration.
14. (Original) The secondary of claim 10, wherein the anti-skid layer has a configuration in the form of parallel strips to define channels for drainage of liquid.
15. (Original) The secondary of claim 1, wherein the body includes at least one additional said secondary member, wherein the cover is sized to extend over the two secondary members.
16. (Original) The secondary of claim 1, wherein the body has opposite ends, and further comprising mechanical fasteners provided at the ends of the body for securing the cover to the body.
17. (Original) The secondary of claim 16, wherein the ends of the body are made of non-magnetizable material.
18. (Original) The secondary of claim 1, configured as stator for the linear motor.

19. (Original) The secondary of claim 1, wherein the cover is made in one piece of magnetizable material.
20. (Original) The secondary of claim 1, wherein the cover is made of non-magnetic material and has sections of magnetic material along the guideway to contact the body, said anti-skid layer being disposed between the sections of magnetic material and the body.
21. (Original) The secondary of claim 1, wherein the magnetizable material of the cover has a saturation induction of maximal 1.5 Tesla.
22. (Original) The secondary of claim 1, wherein the magnetizable material of the cover has a saturation induction of at least 0.3 Tesla.
23. (Original) The secondary of claim 1, wherein the cover has a thickness of less than 0.5 mm.
24. (Original) The secondary of claim 1, wherein the cover has a thickness of at least 0.1 mm.
25. (Original) The secondary of claim 1, wherein the cover is made of special steel with a saturation magnetization of $\frac{3}{4}$ 1.5 Tesla.

26. (Original) The secondary of claim 1, wherein the cover has a surface provided with a length scale extending along the guideway.
27. (Original) The secondary of claim 26, wherein the length scale is disposed in center of the guideway.
28. (Currently amended) A linear motor, comprising a rotor as primary, and a secondary having a body comprised of at least one secondary member for defining a guideway for the rotor, said secondary having a permanent magnet, a cover including magnetizable material ~~for the guideway and adhering to the secondary member as a consequence of an attraction between the cover and the permanent magnet~~, and an anti-skid layer disposed between the secondary and the cover to enhance a slip resistance between the cover and the secondary member.
29. (Currently amended) A cover for a secondary or primary of a linear motor, said cover comprising a cover body which includes magnetizable material; and an anti-skid layer applied to the cover body and increasing a slip resistance.
30. (Canceled)
31. (New) The secondary of claim 1, wherein the cover detachably adheres to the secondary member.

REMARKS

The last Office Action of June 10, 2005 has been carefully considered. Reconsideration of the instant application in view of the foregoing amendments and the following remarks is respectfully requested.

Claims 1-30 are pending in the application. Claims 1, 18 and 29 have been amended. Claim 30 has been canceled. Claim 31 has been added. An amendment to the specification has been made. No fee is due.

Claims 1-4, 6, 10, 18 and 28-30 stand rejected under 35 U.S.C. §102(b) as being anticipated by U.S. Pat. No. 4,514,065 to Carrera.

Claims 7-9 and 20 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Carrera in view of U.S. Pat. No. 4,278,851 to Takaya.

Claims 15-17, 19, 21, 22 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Carrera in view of Takaya and further in view of U.S. Pat. No. 6,566,771 to Stoiber.

It is noted with appreciation that claims 14, 26 and 27 are indicated allowable if rewritten to include all of the limitations of the base claim and any intervening claims. However, applicants wish to defer amendments to these dependent claims in view of the arguments presented below regarding amended claims 1, 28 and 29.

The rejection under 35 U.S.C. 102(b) is respectfully traversed.

Claims 1 and 28 have been amended to expressly set forth the attraction between the cover and the secondary member and the particular reference to the

increase in slip resistance. In this way, a displacement or shift by the cover in relation to the secondary is prevented. Claim 29 has been amended by including the subject matter of claim 30, relating to the magnetizable material, and the reference to the increase in slip resistance as well. Support for the amendments to claims 1, 28 and 29 can be found in paragraphs **[0012]** and **[0013]** of the instant specification.

The Carrera reference describes an apparatus with two blades moveable relative to one another. Each blade is made of a plastic body (38a) which is covered by a magnetic layer (38b). In order to eliminate sliding frictional resistance between the blades, a magnetic repelling force is generated therebetween by making the confronting magnetic layers of the blades of same magnetic polarity (see col. 4, lines 16 to 23). Apart from the fact, that Carrera is involved with the generation of repellent forces to promote relative movement between two members and thus teaches the opposite to the problem addressed by the present invention which is directed to an increase in slip resistance and thus prevention of movement, Carrera is silent as to the adherence between the plastic body and the magnetic layer. There is no anti-skid layer disposed between the plastic body and the magnetic layer. Please note while the present invention relates to a three-part configuration, namely secondary member, cover and inbetween anti-skid layer, Carrera describes blades that have a two-part configuration, namely plastic body and magnetic layer.

It is also noted that the cover is removable from the secondary member, either with the anti-skid layer, when the anti-skid layer is part of the cover, as set

forth in claim 2, or without the anti-skid layer, when the anti-skid layer is provided on the secondary member, as set forth in claim 3. See also paragraphs **[0013]** and **[0049]** of the instant specification. The movable feature of the cover has now been set forth in newly added claim 31.

For the reasons set forth above, it is applicant's contention that Carrera neither teaches nor suggests the features of the present invention, as recited in claims 1, 28 and 29.

As for the rejection of the retained dependent claims, these claims depend on claim 1, share its presumably allowable features, and therefore it is respectfully submitted that these claims should also be allowed.

Applicant has also carefully scrutinized the further cited prior art and finds it without any relevance to the newly submitted claims. It is thus felt that no specific discussion thereof is necessary.

Paragraph **[0011]** of the instant specification has been amended to correct an obvious ambiguity. Paragraph **[0011]** as previously recited could conceivably be interpreted in a way that the magnetizable material is used for the guideway, when in fact it is the cover, in general, that is used for the guideway. (compare e.g. paragraph **[0021]** of the instant specification).

In view of the above presented remarks and amendments, it is respectfully submitted that all claims on file should be considered patentably differentiated over the art and should be allowed.

Reconsideration and allowance of the present application are respectfully requested.

Should the Examiner consider necessary or desirable any formal changes anywhere in the specification, claims and/or drawing, then it is respectfully requested that such changes be made by Examiner's Amendment, if the Examiner feels this would facilitate passage of the case to issuance. If the Examiner feels that it might be helpful in advancing this case by calling the undersigned, applicant would greatly appreciate such a telephone interview.

Respectfully submitted,

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